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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
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A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
PRESS,

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China Overland Trade Report.
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113

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S. MINAMI, Manager, Hongkong.

112

TRADE

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MANUFACTURERS.In the manufacture of High-Class Mineral
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PLANT, THE BEST OF
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AND
EXPERT MANIPULATION.All these conditions are obtained in Waters
of our manufacture.ABSOLUTE PURITY. Repeated analyses
both locally and at home guarantee this.UP-TO-DATE PLANT. Our policy is to
continually introduce every modern improve-
ment in machinery and appliances, and although
most of such changes are invariably costly in the first
instance, the results attained in PERFECT
AERATION and economies in working justify
them.THE FINEST MATERIALS only are
used.ENGLISH EXPERTS manage our fac-
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leading English Makers to be equal to those of
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constant experiment, the adverse climatic con-
ditions of Tropical Climates for the successful
manufacture of High-Class Aerated Waters
necessitating special study.Our STONE GINGER BEER is the only
successful production of its kind in Tropical
Countries. It at once became popular and
increasing sales testify to increasing popularity.
Brewed from the finest Jamaica Ginger it is
necessarily wholesome and is an ideal summer
beverage.A. S. WATSON & CO.,
LIMITED,

ESTABLISHED A.D. 1841.

Hongkong, 22nd June, 1906.

130

NOTICE TO CORRESPONDENTS.

On communications relating to the news column
should be addressed to "The Editor". Correspondents must forward their names and ad-
dresses with communications addressed to the "Editor", not for publication, but all evidence of good faith,
and this publication, modelled on its well-knownLondon prototype and namesake, is designed to
answer the query. With the solitary exception
of the list of Chinese officials prepared by the
Chinese secretaries of H.M. Legation at
Peking (a very different publication) it is the
only thing of the kind to be found in the
East. The Editor in a preface disclaims the
impression that the book is anything more than
a reference book; and that the intention was
confined exclusively to such no one can deny.Unfortunately, the best of admitted intentions
cannot avert the impressions created, even in
the case of such an undeniably useful work as
the London *Who's Who*.There will always be
some user who, looking for particulars of some
man, will gradually be forced into contact
with details concerning others whom he may
regard as mice. In referring to the "mistaken
modesty" of those who were shy of inclusion
in this galaxy of immortality, the Editor made
no allowance for some who honestly preferred
to remain in the obscurity which they regarded
as their only rightful position. Their estimate
of their own unimportance might not coincide
with editorial views, and it would certainly
increase the difficulty and the really hard work
of compiling the book; but their wishes should
certainly be respected. After all, it might be
embarrassing to John Smith, after con-
sciously answering all the questions of the
compilers, to find that some very highly placed
person had been more concise. To see perhaps
on the same page that His Illustriousness the
Rajah was born on such and such a day, ascended
the Throne some time after, and is still sitting on it; while John
Smith was born on Tuesday, the 27th of
February, 1880; passed the seventh
standard of Mudlarks Board School in 1892; in
Sarah Jane Tompkins in 1892; apprentice
1893-6; promoted cashier 1897; made partner
in 1901; and collects picture postcards; to see
such a juxtaposition, we repeat, lays John Smith
under an imputation he is doubtless far from
deserving. Such are some of the difficulties
incident to such an enterprise, in London as
well as in the Far East; and it says much
for the editing of the book under review that
they have been so ably minimised. We have
not the slightest doubt that as a work of
reference it has "come to stay" and that it will
swell in bulk and usefulness as succeeding
numbers appear.At present it contains biographies in brief
of nearly two thousand persons more or less
eminent in the life of the Far East, official and
unofficial, European and Asiatic, embracing
China, Japan, the Straits, the Philippines, etc.There are (as we have hitherto) biographies
that may never be needed for reference; we have
also noticed one or two omissions that surprise us.Really public men ought all to accede to
the validity of the publishers; in a sense
it is a duty; they no longer have claims to the
privacy and obscurity to which John Smith has
a right to cling. (By the way, there is no John
Smith in the book; so we have less fear than
we might have had in mentioning his case. The
John Smith we mention is, of course, a mersly
Puckish person.) It remains only to add
that we have tested the book here and there at
random, and find it works well. The particulars
are just the kind needed. The paper and type
are good; and we can offer sincere compliments
to all concerned in the production.The 844th plague case was recorded yester-
day.The official return of the sales of Bengal
opium held to the end May, 1906, gives the
actual sales as Rs. 169,16,200 or Rs. 20,66,200
besides that the estimated return for Bombay
opium to the end of May, 1906. The actual
sales in this case were Rs. 3,94,500, or Rs.
2,05,500 worse than the estimate.Mr. Robert B. W. Scott, Associate Editor
of the *Far Eastern Review* (Mauli), is staying
at the King Edward Hotel, on his way to make
a personal investigation of trade conditions in
Manchuria. He seemed pleased to learn of the
high opinion held on the China coast of his
useful publication, especially of a special number
just published.The difficulties in regard to pronunciation are
realised when it is remembered that you may
tell a man that his necktie cannot be reckoned
amongst his successes, you may point out his
errors in regard to investments, you may
reprehend him for omitting to take advantage of
the opportunities he had for advancement, and
you will accept all your criticisms with a reasonable
calm; take gentle exception to the way in
which he pronounces the word "aerated" and
the chances are that his next remark is of a
heated nature, or that he coldly refrains from
making any remark at all.Messrs. Jardine, Matheson & Co. (Shanghai),
agents for the Shanghai and Hongkong
Wharf Company, Ltd., announce that full
precautions are being taken to guard against
damage to goods stored in the company's god-
down through any flood such as occurred in
September of last year. The full particulars
of these precautions are advertised, and it is
announced that should any damage occur in
spite of them the company will not hold itself
responsible.The difficulties in regard to pronunciation are
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MORLEY ON OPIUM.

A MORALLY INDEPENSIBLE TRADE.

The House of Commons on May 30th resolved that the opium trade between India and China is morally indefensible. Dr. Rutherford, the seconder, "hoped the Secretary of State for India, who was in the position of a despot, would not only write history, but would make it, and would act in this matter in a way that would add to the sum of human happiness". (Cheers).

Mr. Morley, who was received with cheers, said his hon. friend who had seconded this motion had laid a heavy burden on him. He did not think he should be charged with partiality, but in those great affairs of State, whilst avoiding partiality, they must cultivate the virtue of patience and circumspection. (Hear, hear.) When he said that he did not mean to avoid full responsibility in this matter, (Hear, hear.) He seemed to hear a note of exaggeration on both sides, and he heard the words "philanthropists" and "faddists" on the one hand, and "official-minded" on the other hand, about each reproaching the other, he thought, reasonably. There was such a thing, and rightly, as the official mind. The official was the man who carried out policy. It was very well for them and for people on one side that House to frame conceptions, and they came to apply those conceptions they had to meet difficulties, and of those difficulties the official mind was naturally the exponent. (In the other hand, when he heard the word "philanthropist," used reproachfully he would not forget that those who had been reproached in their day and generation as philanthropists were the men and women who had done things of which Englishmen were most proud. (Cheers.) His hon. friend who had just said down to was a despot. That was not so. He had many conditions and circumstances to consider. That was a new Parliament, and it would not be a bad thing if he were to tell them exactly what the Indian Government did and was responsible for. Bengal opium was cultivated under licences which were granted to individual cultivators or to the headmen of groups of cultivators by officers of our Opium Department.

The headmen of cultivators arrived it an understanding as to the area of cultivation, and so on, but it was not until the season was well advanced for the poppy plant that it was delivered by the cultivators to the opium officers of the district, and sent to the two factories in Bengal, where with great skill and attention it was manufactured into that terrible drug. It was then sent down to Calcutta, to be sent overseas as opium to the places where auction sales were held. Each year the Government notified how many chests would be sent to market, of the price was fixed by auction. After it was sold it was shipped wherever the purchaser, a private individual, liked, the bulk of it going to China, but a considerable quantity to other places. His hon. friend laid stress on the China trade, and it was the Indo-China case he had to argue. It was not brought by the Indian Government, or State opium, but by a private person to a private consignee. The Indian Government paid for the labour and raw material and made its profit, to which his hon. friend objected, and which he did not like (hear, hear, from the difference between the cost of manufacture and the price at auction). The share of the Government in the matter was, first, control of the production; secondly, the manufacture of the raw product into what was sold; and, thirdly, to see that the highest possible price was obtained from the merchants in Calcutta for export over sea. It should, therefore, be observed that short of absolute prohibition, which he was sure his hon. friends desired (hear, hear) — yes, he would come to that in a moment this provision, though much was said of monopoly, was really the most restrictive provision that could be made. His hon. friend had referred to the report of the American commissioners, and they no doubt took the view of the majority of his hon. friends around him, but agreed that this Government monopoly was one of the best means of restriction that could be provided. But he only mentioned that in passing. Then there was another important matter: there was the Malwa opium, manufactured in the native and protected States. But he would return to that, only remarking that Malwa opium at no stage belonged to the Indian Government. It was cultivated in nearly all the native States which could produce the objectionable drug free from any restriction or supervision; there were wealthy opium merchants in Central India who gave advances, and so on, and to them it was transferred. To that, however, he would return later. The Indian argument, as it was his argument, was a very potent argument — revenue. (Hear, hear.) Could the sum revenue be relied upon? He was sure his hon. friend the Chancellor of the Exchequer in discussing sources of revenue, could say to himself, if he did not say to the nation, of such and such an impost, can I look up to it as providing resources for a number of years to come? It appeared that the opium revenue was not to be relied on. (Hear, hear.) In 14 years he would give the House a few figures, because it was just as well in the beginning and this was only the beginning of a considerable contest — it was well to begin with the knowledge of exactly where they were. Could the revenue be relied on? In 14 years on 1894 the average was five millions sterling; in the 11 years 1894-1905 that revenue had risen to three millions sterling. (Hear, hear.) Mr. hon. Member — Gross or net? He really could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, of course, abundant explanation could be given, such as bad seasons in China, brought in the year, or a short supply. (In India?) No; in China. The conditions in China influenced the position in India. Now the revenue this year was not five millions; the opium revenue was £2,295,000. He would like to quote from a Budget speech, and, though quotations from Budget speeches were not usually exhilarating, this was rather so coming from the hot climate of Calcutta. He had told the House how the figures had gone down from five to three millions and under three millions; but, not only that, in 1890 the opium revenue represented 14 per cent. of the aggregate revenue under the principal heads. To-day it represented only 7 per cent. (Cheers.) On the Budget last March Mr. Baker, a very able administrator in Calcutta, used this language: — "When it is remembered how uncertain the opium revenue is, and how liable to violent fluctuation from causes over which we can exercise no control, the dwindling away of its relative importance in our fiscal system must be regarded as a matter for lively satisfaction". (Cheers.) The hon. member who brought forward this motion had the whole stress of his case upon China. There were few countries whose relations with ourselves we could regard with less pride than our relations with China. (Hear, hear.) He would not follow the hon. member into his historical sketch, but on many of the questions opened up he agreed with the judgment of his hon. friend. What they had to do that night was to assert principles which in the future years of this Parliament might be brought to fruition. (Cheers.) Mr. Gladstone made a

speech on this opium question in 1893, and the result of that speech was the appointment of the Royal Commission of whose proceedings all of them who were interested in this subject were entirely familiar. He did not wish to speak in dispraise of that Commission, but somehow or other its findings had failed to satisfy public opinion in this country and failed to ease the consciences of those who had taken up this matter. (Hear, hear.) That Commission collected a great deal of most important knowledge — there were five large volumes of evidence and doubtless every member supporting this motion had read them. (Laughter.) At least, he hoped they had read the Commission's report. He would not go into the findings, but the Commissioners had great stress upon the opinion of doctors. Now, he was the last man to utter a word in dispute of the supreme arbitration of doctors. (Laughter.) But what was the good of printing in blue-books medical views as to whether opium was a good thing or not, and whether, if taken in moderation, it was a bit worse than claret or champagne? What was the value of that kind of evidence when we had the evidence of nations who knew opium at close quarters? (Cheers.) He would say something in a moment of what the American Commission had said to the Japanese dread of opium. First, however, he would like to read a passage from a more interesting paper read by a gentleman whom he did know at the Geographical Society. This gentleman said: "In Yunnan I saw practically the whole population give over to its abuse. The ravages it is making in men, women, and children are deplorable, and, although entirely out of sympathy with the violent views of some people, and whether opium was a good thing or not, and whether, if taken in moderation, it was a bit worse than claret or champagne?" What was the value of that kind of evidence when we had the evidence of nations who knew opium at close quarters? (Cheers.) He would say something in a moment of what the American Commission had said to the Japanese dread of opium. First, however, he would like to read a passage made by Sir James Mackay, a very able and distinguished Member of the Council of India, and anybody who would take the trouble to read that Treaty would find that we agreed to do all we could to exclude morphine from China. That was a sign — they might, if they cared, let it as much as they chose — that we were anxious to meet the views of China. And, whilst some of them were thinking, perhaps, uncharitable things of the Government of India let them think of Burma. He should like to show what the American Commissioners said of that. It was fully described in their report, but they went on in this way: "Undoubtedly the Government" — that was our Government — "in doing all it can to fight against these vices, and though misunderstood by the natives and reviled by those who should know better, the British Government is working conscientiously and steadily for the protection of the Burmese. Let them be glad when they find the Indian Government, or His Majesty's Government, doing what they could in regard to this question. What seem to think he had despotic power and that to-morrow morning he was going to wipe all this out. It was not reasonable; he was not. But we will say that it China wanted seriously and in good faith to restrict the consumption of this drug in China the British Government would not close the door. (Cheers.) It was no secret that the Chinese had been considering for the last two years or more whether some plan could be devised of dealing with the importation of opium into their country other than that which now prevails. His Majesty's late Minister at Peking would shortly be in this country, and the Government would then learn from him exactly how these proposals and inclinations stood. They would then see whether they could in some way meet the views of the Chinese Government. He thought he might say that to any plan for the restriction of the consumption of opium brought forward in good faith the Government of India and His Majesty's Government would say they would agree to it, even though it might cost us some sacrifice. (Cheers.) He thought it was Lord Curzon who said: "Only moral failure can shatter the prospect that awaits Great Britain in the impounding task of the regeneration of the East." In that great task, in that civilizing mission of the regeneration of the East, whatever our attempts might give us or might fail in giving us, do not let us fall behind Japan or India. (Cheers.)

A VERY PROFITABLE HOTEL.

At the extraordinary meeting of shareholders of the Hotel des Colonies Co., Ltd. (Shanghai), to be held on Friday, July 6th, a system of refunding capital by decree will come up for discussion. It is proposed to pay back to shareholders £1.5 per share at the end of the season 1905-1907 by disposing of the present amount of sinking fund, viz., £12,783, together with the estimated profit for the current year, viz., £9,000, which is calculated on a basis of 10 per cent. less than last year. It is further proposed to continue to pay back every alternate season another £1.5 until the entire capital is refunded before the end of 1915, shareholders being promised a dividend of 10 per cent. on the gradually reduced capital for each alternate season when the refund is not made. Practically the scheme amounts to paying back the £12 per share in nine years, while at the same time paying interest on the face value of shares at the rate of 5 per cent. per annum.

SHIPPING DISASTERS.

The Times of June 1st says: — "The voyage of the 100 'Wasp' boys, who left on Wednesday in the four-masted barque *Port Jackson* for training cruise to Australia, has been interrupted by a collision in the Channel. The ship was towed into Admiralty Harbour, Dover, yesterday with serious damage to her starboard bow after collision the previous night with the Hamburg steamer *Pyros* (a vessel of about 2,000 tons) between Beachy Head and the Owers' lightship. The steamer was on her way from Alexandria to Rotterdam. The 100 young lads on board the *Port Jackson* behaved well in the burning situation. On the shock of the collision they were promptly mustered on the vessel's deck, where they formed up and stood to attention awaiting the order of the captain, who has right now. And the Chancellor of the Exchequer, when he held the barque to him, he could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, be thought it was a wise one. Take the case of which his right hon. friend the Chancellor of the Exchequer, when he held the barque to him, he could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, be thought it was a wise one. Take the case of which his right hon. friend the Chancellor of the Exchequer, when he held the barque to him, he could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, be thought it was a wise one. 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Take the case of which his right hon. friend the Chancellor of the Exchequer, when he held the barque to him, he could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, be thought it was a wise one. Take the case of which his right hon. friend the Chancellor of the Exchequer, when he held the barque to him, he could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, be thought it was a wise one. Take the case of which his right hon. friend the Chancellor of the Exchequer, when he held the barque to him, he could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, be thought it was a wise one. 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Take the case of which his right hon. friend the Chancellor of the Exchequer, when he held the barque to him, he could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, be thought it was a wise one. Take the case of which his right hon. friend the Chancellor of the Exchequer, when he held the barque to him, he could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, be thought it was a wise one. Take the case of which his right hon. friend the Chancellor of the Exchequer, when he held the barque to him, he could not draw a distinction, and did not see the point of the question; whenever it is, the same computation applied in either case, be thought it was a wise one. Take the case of

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 A.M. on day of publication. After that hour the supply is limited. Only supplies for cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until conformed.

Telegraphic Address: PRESS, Codes: A.D.C., 6th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENT

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain St. John George, will be despatched for the above Ports on SATURDAY, the 28th inst. at noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is fitted throughout with the Electric Light.

A steward and a duly qualified Surgeon are carried.

N.B.—To insure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd July, 1906. [1358]

NEW ADVERTISEMENTS

NOTICE

WE have this Day Authorized Mr. LORENZO BORELLO to Sign our Firm for Procurator.

V. P. MUSSO & CO.

Hongkong, 4th July, 1906. [1360]

NOTICE

WE HEREBY beg to Notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins payment of our accounts, AND OUR SHREFFERS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LTD.

Hongkong, 4th July, 1906. [1361]

THE GLORIOUS FOURTH OF JULY

TO-DAY being the AMERICAN INDEPENDENCE DAY, Mr. J. W. OSHORN of the Kowloon Hotel will be "AT HOME" from 5 to 6.30 P.M., July 4th, 1906.

Hongkong, 4th July, 1906. [1362]

INTIMATIONS

WANTED

A BED-SITTING ROOM, Furnished or Unfurnished, in respectable part of the Central District. The Upper Levels not objected to.

Apply to "B. 123"

Hongkong, 28th June, 1906. [1353]

NOTICE

THE HONGKONG & CHINA GAS CO. beg to Notify the public that:

(a) No SUBSIDIARY CHINESE or JAPANESE COINS can be accepted in payment of Accounts due to the Company, and

(b) HONGKONG COINS can only be accepted in amounts of \$2 or under.

GEORGE CURRY, Local Secretary.

Hongkong, 27th June, 1906. [1357]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

Applications are invited from Portuguese, T. SERCOMBE SMITH, Colonial Secretary.

Colonial Secretary's Department, Hongkong, 29th June, 1906. [1363]

PUBLIC AUCTION

A. T. KIENE'S SALES ROOM, No. 2, Zealand Street,

TO-DAY (WEDNESDAY), the 4th July, 1906, at 2.30 P.M.

JAPANESE CURIOS, PIECE GOODS, &c., &c.

TELEGRAMS—As usual.

F. KIENE, Auctioneer.

Hongkong, 4th July, 1906. [1364]

PUBLIC AUCTION

By ORDER of the MORTGAGEE.

PARTICULARS & CONDITIONS OF SALE OF

VALUABLE LEASEHOLD PROPERTY, Known as "THE METROPOLIS HOTEL,"

To be Sold by

PUBLIC AUCTION, On THURSDAY,

the 12th day of July, 1906, at 3 P.M., at his SALE ROOM,

by

Mr. GEO. P. LAMMERT, Auctioneer.

BEING all that Piece or Parcel of Ground situated at Shaukiwan Road, Victoria, Hongkong, containing an area of 297,900 square feet and known and registered in the Land Office as INLAND LOT No. 1,765. The said premises are held for the Term of 999 years granted by a Crown Lease dated the 1st day of February, 1904, subject to the payment of the Annual Crown Rent of \$478, and to the performance of the Lessee's covenants in the said Crown Lease reserved and contained.

For Further Particulars and Conditions of Sale, apply to

P. X. D'ALMADA E CASTRO, Solicitor for the Vendor,

or to

GEO. P. LAMMERT, Auctioneer.

Hongkong, 4th July, 1906. [1365]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK via SWATOW.

THE Chartered Steamship

"KANJU MARU,"

will be despatched as above on or about

TUESDAY, the 10th inst., at NOON.

To be followed by the Chartered Steamship

"PROMETHEUS."

Captain Cornelissen, will be despatched above on or about TUESDAY, 17th inst., at NOON.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Principals Building.

Hongkong, 4th July, 1906. [1366]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE British Steamship

"SPITHEAD,"

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried, on unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 10th July will be subject to rent.

All ship-damaged packages must be left in the Godowns, and notice of same sent to this Office before the 12th July, or claims in connection therewith will not be recognized.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 2nd July, 1906. [1359]

NEW ADVERTISEMENT

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE," Captain St. John George, will be despatched for the above Ports on SATURDAY, the 28th inst. at noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is fitted throughout with the Electric Light.

A steward and a duly qualified Surgeon are carried.

N.B.—To insure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd July, 1906. [1358]

AUCTIONS

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

M. R. GEORGE P. LAMMERT has received instructions to sell by Public Auction,

On WEDNESDAY, the 11th July, 1906, at his SALES ROOMS, Duddell Street, the following

VALUABLE LEASEHOLD PROPERTY, Consisting of—

All those the two equal undivided fourth parts or shares of and in all that piece or part of ground, situate at Yaumati in the Dependency of Kowloon in the Colony of Hongkong, registered in the Land Office as Section 5 of Kowloon Island Lot, No. 1,011, together with the Message or tenement and other erections and buildings thereon, known as No. 10, KENNY STREET, Yaumati. And also a Mortgage Deed dated 21st October, 1901, on the remaining undivided moiety of the said Section 5 of Kowloon Island Lot, No. 1,011, subject to the payment of the sum of \$2,700 and interest thereon at the rate of 6 per cent. per annum. The premises are held for the residue of the term of 75 years created thereby by a Crown Lease dated the 24th day of July, 1900, of the said Kowloon Island Lot No. 1,011, subject to the payment of the annual Crown Rent of \$7, being a proportion of the rent so far as it relates to the premises, and also to the payment of the amount of the premiums and conditions in the said Crown Lease reserved and contained.

Area: 1,47 square feet. Particulars and Conditions of Sale may be obtained from

Mr. OTTO KONG SING, Solicitor for the Mortgagee,

17, Queen's Road Central, from

Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 28th June, 1906. [1358]

TO LET

TO LET.

NO. 3, CONDUIT ROAD: Electric Light fitting, installed. Possession from 1st September, 1906.

Apply to H. M. H. NEMAZEE, Hongkong, 9th June, 1906. [1322]

TO BE LET OR SOLD.

With Immediate Possession—in Wanchai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to "K."

Care of "Daily Press" Office, Hongkong, 30th May, 1906. [1377]

TO LET.

"BROCKHURST" PRAG, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelors' Mass.

2ND FLOOR in Central position, containing Four Large Rooms, Anti-room and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSES on the ROBINSON ROAD LEVEL, Cheap Rentals.

73 WYNDHAM STREET.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 1st June, 1906. [1313]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to

C. H. GRACE, Secretary.

Hongkong, 28th May, 1906. [1356]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon, No. 5, GRANVILLE AVENUE, Kowloon. Apply to

HUMPHREYS ESTATE & FINANCE CO. LTD.

Agents.

Hongkong, 4th April, 1906. [1390]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the MITSU BANSHU KAISHA.

Apply to H. N. MODY, Victoria Buildings.

Hongkong, 10th May, 1906. [1365]

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewas, Tomes & Co.'s Offices. Ground Floors and Top Floor, with Godowns can be let separately on leases.

Apply to CHUNG SHUN KOG, First Floor, No. 10, Queen's Road Central, Hongkong, 13th July, 1905. [81]

S. MOUTRIE & CO., LTD.
HONGKONG

SHANGHAI TIENTSIN
HAVE JUST RECEIVED SHIPMENT
OF THE
ORCHESTRELLA CO.'S.
ERIOLA PIANO
PLAYER.
ESPECIALLY CONSTRUCTED & GUARANTEED
FOR THIS CLIMATE.

The most perfect Piano Player as yet invented.

It has a delicacy of touch only equalled by the World's most famous Pianists and its expression leaves nothing to be desired.

PRICE \$425.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 17th May, 1906. [327]

HONGKONG-MACAO LINE.

S.S. "WING CHAI".
Captain T. Austin, R.N.R.
TICKETS. Steamer departs from Hongkong daily (Sunday included), at 7.30 A.M. and from Macao at 2.30 P.M.

FARES.—(Weekdays) 1st Class (including cabin and servant), Single \$3, Return Ticket \$8.

2nd Class \$1, 3rd Class 50 cents.

Every Sunday will be an EXCURSION, the times of departure being in future the same as on other days) at the following rates:

SUNDAYS ONLY:

1st Class, Single... \$1.00
With Cabin... \$2.00
1st Class, Return... \$2.00
With Cabin... \$3.00
3rd Class, Single... 40 Cts.
Return... 60

Storage 20 cents each trip.
Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to Boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.

The Steamer is lit throughout by Electric Light.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MINO & CO., 2nd Floor, 16, Victoria Street, Hongkong, 22nd June, 1906. [21]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER

TAKEN. Charges moderate.

F. A. V. REBEIRO
late of the Hongkong Typewriting Bureau

31, Queen's Road Central (Second Floor),
Hongkong, 25th October, 1905. [119]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD. is prepared to supply any quantity of pure fresh water to the shipping, both for deck and boilers.

Call Plug-W.

J. W. KEW,
Maunger.

Hotel Mansions, 3rd Floor,
Hongkong, 8th August, 1906. [123]

NOTICES TO CONSIGNEES

S.S. "TONKIN".
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of cargo from London ex. s.s. *Charente* and *Medoc*, from Havre ex. s.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optic 1 cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 4th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me or before 4th July, or they will not be recognised.

All damaged packages will be examined on Wednesday, the 4th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th June, 1906. [2]

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA".

FROM SEATTLE, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived. Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.

Hongkong, 29th June, 1906. [7]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA",
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From London, &c., ex. B. M. *Molton*,
From Persian Gulf, ex. B. I. S. N. &
B. & P. S. N. Co.'s Steamer.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1906. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND
SHANGHAI.

THE Company's Steamship

"NIPPON".

having arrived, Consignees of cargo are hereby informed that cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before noon on the 7th July, or they will not be received.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 7th July will be subject to rent.

Bills of Lading will be countersigned by

SANDEL, WIBER & CO.,
Agents.

Hongkong, 1st July, 1906. [5]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ORESTES".

are hereby notified that the cargo is being discharged into craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence in both cases it will lie at Consignees' risk. The cargo must not run on the Monday, owing to boiler cleaning, due notice will be given by the Captain, and the half ticket will be available for the following day.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 9th July.

No claims will be admitted after the goods have left the steamer's Godown, and all goods remaining undelivered after the 9th July will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 12th July, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd July, 1906. [910]

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA".

Captain Lanning, having arrived from the above ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from steamer.

Optional cargo will be forwarded unless notice to the contrary is given before 10 A.M.

Any cargo impeding its discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 10th July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 9th July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKAN LINIE,
Hongkong Office.

Hongkong, 2nd July, 1906. [1352]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND".

having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 4th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me or before 4th July, or they will not be recognised.

All damaged packages will be examined on Wednesday, the 4th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th June, 1906. [2]

BOSTON TOW BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA".

FROM SEATTLE, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived. Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.

Hongkong, 29th June, 1906. [7]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA",

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From London, &c., ex. B. M. *Molton*,

From Persian Gulf, ex. B. I. S. N. &

B. & P. S. N. Co.'s Steamer.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 5th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1906. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND
SHANGHAI.

THE Company's Steamship

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"OANFA" "LAERTES"	On 4th July.
GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 12th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.
GLASGOW and LIVERPOOL	"DIOMEED"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 9th August.
GLASGOW and LIVERPOOL	"PELEUS"	On 16th August.
GLASGOW and LIVERPOOL	"CHING WO"	On 23rd August.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 30th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLE and LIVERPOOL	"PATROCLUS"	On 29th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.
GENOA, MARSEILLE and LIVERPOOL	"ORESTES"	On 11th August.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 20th August.
GENOA, MARSEILLE and LIVERPOOL	"ACHILLES"	On 28th August.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-HAMA	"OANFA" "TELEMACHUS"	On 4th August.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUGER" "TYDEUS"	On 12th July.
For Freight, apply to	BUTTERFIELD & SWIRE, AGENTS.	On 15th August.

Hongkong, 25th June, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKUANG" "KWEIYANG" "TAMING"	On 6th July.
CHEFOO and NEWCHIANG	"HUICHOW"	On 10th July.
MANILA, SWATOW, WEIHAIWEI, CHEFOO and TIENSIN	"CHINGTU"	On 18th July.
MANILA, ZAMBOANGA, COIT DARWIN, THURSDAY (ISLAND), COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 18th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passages, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th June, 1906.

[11]

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC IS THE "EMPEROR LINE," SAVING 3 TO 7 DAYS' OCEAN TRAVEL
12 DAYS YOKOHAMA TO VANCOUVER,
23 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).
Tons LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000 Wednesday, 11th July ... 1st Aug.
"MONTEAGLE" 5,500 Wednesday, 18th July ... 11th Aug.
"EMPEROR OF CHINA" 6,000 Wednesday, 1st Aug ... 22nd Aug.
"TARTAR" 4,425 Wednesday, 8th Aug ... 1st Sept.
"EMPEROR OF INDIA" 6,000 Wednesday, 22nd Aug ... 12th Sept.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHARGE.

Hongkong to London, 1st Class, £100; via St. Lawrence £60; via New York £62.

Intermediate on Steamers ... 240, ... 442.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only to Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal Ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Fetter Street and Praya, opposite Blake Pier

61

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO. S. S.	LEAVING
TAMSUI VIA SWATOW AND AMOY	"MASAN MARU" S. TAKAMI	SUNDAY, 8th July, at 10 A.M.
TAMSUI VIA SWATOW AND AMOY	"JOSHIN MARU" T. OHTA	SUNDAY, 15th July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SHOSHU MARU" T. NEMOTO	SUNDAY, 8th July.
ANPING VIA SWATOW AND AMOY	"MAIDZURO MARU" J. MERLIN	WEDNESDAY, 11th July, at 10 A.M.

These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office

Hongkong, 4th July, 1906.

T. ARIMA, Manager.

THE HONGKONG DAILY PRESS, WEDNESDAY, JULY 4TH, 1906.

EAST ASIATIC CO., LTD., COPENHAGEN.

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIK PORTS.

S.S. "NORDKAP" ... on or about the 20th July, from Hongkong.
S.S. "KINA" ... on or about the 5th Aug., from Hongkong.
S.S. "SIBIRIEN" ... on or about the 1st Sept., from Hongkong.

FOR YOKOHAMA AND KOBE.

S.S. "SIBIRIEN" ... on or about the 27th July from Hongkong.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 3rd July, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR ON OR ABOUT
TJILIWONG	JAVA	First half of July	JAPAN via SHANGHAI First half of July
TJIMAH	JAPAN	First half of July	JAVA PORTS First half of July
TJIPANAS	JAPAN	Second half of July	JAVA PORTS First half of August
TJILATJAP	JAVA	Second half of July	JAPAN via SHANGHAI First half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

16

York Buildings, 1st Floor.

Hongkong, 20th June, 1906.

SHIPPING IN PORT.

STEAMERS
ABERLOUR, British str., 2,481, P. K. Barnes, 26th June—Moji 22nd June, Coal—Doddwell & Co.
AKASHI MARU, Japanese str., 1,574, K. Okata, 20th June—Shanghai, Foochow, Amoy and Swatow 29th June, General—Osaka Shosen Kaisha
SPARACH, German str., 800, Lombard, 10th June—Hokow 9th June, General—Johson & Co.
STANLEY DOLLAR, British str., 1,857, W. W. Adam, 6th June—Saigon 1st June, Rice—Doddwell & Co.

STEAMERS
ALDERSHOR, British str., 1,354, W. W. Adam, 6th June—Saigon 1st June, Rice—Doddwell & Co.
ALEXIS, German str., 2,258, H. Lüning, 1st July—Hamburg and Singapore 29th June, General—Hamburg-American Line
BEN NEVIS, British str., 2,000, Potteland, 21st June—Newcastle (N.S.W.) 31st May, Coal—Shawson, Tones & Co.
CARL DIERBERTSEN, German str., 774, H. Schlaak, 1st July—Hoito 30th June, Rice—General—Dierbertsen & Co.

STEAMERS
DAEKUANG, British str., 1,209, Hillborg, 29th June—Wakamatsu 23rd May, Coal—Aagard, Thorson & Co.
DAIKUANG, British str., 1,209, Hillborg, 29th June—Takao 23rd June, Rice and Meal—Butterfield & Swire
DAIKUANG, British str., 1,209, Hillborg, 29th June—Shanghai 23rd June, General—Nippon Telex & Co.
DAIKUANG, British str., 1,209, Hillborg, 29th June—Kobe 23rd June, General—Bradley & Co.

STEAMERS

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POST OFFICE NOTICES.

The *Armand Béhic* with the French mail of the 8th June left Singapore on Monday, the 2nd inst., at 3 p.m., and may be expected here on or about Monday, the 9th inst. The packet brings replies to letters despatched from Hongkong on the 5th May.

MAIL WILL CLOSE,

PORT	PER	DATE
Shanghai		Wednesday, 4th, 8.00 a.m.
Swatow		Wednesday, 4th, 10.00 a.m.
Macao		Wednesday, 4th, 11.15 a.m.
Amoy and Shanghai		Wednesday, 4th, 3.00 p.m.
Shanghai		Wednesday, 4th, 3.00 p.m.
Bangkok		Thursday, 5th, 10.00 a.m.
Quang Chow Wan, Hoihow, Pakhoi and Haiphong		Thursday, 5th, 10.00 a.m.
Yokohama and Kei		

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 a.m.) Extra
Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

Macau

Tientsin

Saigon

AMONG SHANGHAI, NAGASAKI, KOREA, YOKOHAMA, HONGKONG AND SAN FRANCISCO
(Supplementary mail on board up to the
time fixed for departure of the mail.)
Extra Postage 10 cents.)

Macau

Singapore, Penang and Calcutta

Manila

Cebu and Iloilo

Manila

Macao

Chitose and Nankowang

Shimshai, Moji, Kobs and Yokohama

Kedung, Shanghai, Moji, Kobs, Chitose and
Yokohama and Seattle

Singapore, Penang and Bombay

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 to 11.30 a.m.) Extra
Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
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Taiping

Manila

Batavia, Cheribon, Samarang, Sourabaya and
Macassar

Singapore, Penang and Colombo

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